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REPORT #1

SUPERVISORY VISIT REPORT

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STRATEGIC AIR COMMAND LIAISON UNIT
MARCH AIR FORCE BASE
CALIFORNIA

SUPERVISORY VISIT ON 15 NOVEMBER 1955

I A review of the Material Areas at the site ~~the~~ was made on 15 November 1955. Listed below are the Material Areas that were reviewed and comments on each with respect to supporting the training program of Detachment "A".

1. Housing. It appears that the housing will be adequate. At present time there is available seventy-two (72) beds in two dormitories, sixteen (16) beds in building 104 (Base Headquarters) and sixty-four (64) beds in sixteen (16) trailers. Twenty (20) additional trailers are on contract with delivery expected to start this month. This will provide an additional eighty (80) beds. This will give a total of two-hundred-thirty-two beds and the estimated base strength will be approximately two-hundred (200) personnel.

2. Messing. There should be no major problem in this area.

3. Transportation. The base has the following vehicles available:

| | |
|--------------------|----------|
| <i>Power Wagon</i> | 3 |
| Carryalls | 2 |
| Pick-ups | 3 |
| Station Wagons | 1 |
| Sedans | 3 |
| Jeeps | 5 |
| Ambulances | 2 |
| | <hr/> 19 |

The base has requested the following additional vehicles to support Detachment "A".

Carryalls - 2 of which one will be for the detachment.

Truck - 1 to pull the trailer (Pre-oxygen)

Pick-ups 4

Jeep - 1 to be used by security.

This appears adequate however a Mobile Tower vehicle and a jeep will be required by the SAC Liaison Unit.

4. Supply. At the present time Reynolds Electric and Engineering Company is responsible to maintain the buildings, provide bedding, and provide the house-keeping type supplies. The supplies required to conduct the test on the aircraft are being furnished by the different contractors. There appears to be no definite plan or procedure as to who provides the necessary supplies to Detachment "A" while they are undergoing training here at the base. The type supplies I am making reference to is Air frame, engine, and supplies for the different systems. Also the supplies for the ground power equipment to be used by Detachment "A", and refueling units. It is suggested that a small base supply be established and a stock of spares be placed at this base so that adequate support can be given Detachment "A". The recommendation as to the type organization and manning of a support unit appears later in this report.

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At the present time there are three (3) refueling trailers for dispensing LF-1A fuel (two (2) 2,500 gallon and one (1) 5,000 gallon trailer). Two (2) JP-4 refueling trailers (one (1) 2,500 gallon and one (1) 5,000 gallon. One (1) 98 Octaine trailer with 2,500 gallon capacity. It is suggested that additional storage be secured for LF-1A and JP-4 fuel because once the Detachment "A" starts training one mission utilizing all aircraft could deplete practically all of the fuel. In addition continuous use of the refueling trailers over the road from [REDACTED] will cause considerable maintenance on these trailers.

5. Maintenance. Present information is that hangar #3 will be turned over to Detachment "A" for their use for periodic type maintenance. This facility has necessary air and electric utilities and should be adequate.

The present battery shop has the capacity to service both Detachment "A" and Test Unit requirements for charging batteries.

The maintenance of the ground power equipment is a area that has been overlooked and action should be taken immediately in this area. This equipment will require trained personnel, spaces and a maintenance facility. This could possibly be a major problem area. The MA-2 power unit is a expensive and a major piece of equipment that will require special attention.

Some additional shop equipment will be required because at the present time the Test Unit's shop equipment is being used constantly.

The ramp and parking space at the base is becoming more critical each day as additional aircraft are becoming available. This will be another major problem area that requires action now. It will definitely affect the training program of Detachment "A".

6. Base Flight Section. This is a area that has been overlooked. It is estimated that there will be one (1) C-47, one (1) L-20, five (5) T-33's, two (2) T-28's, one (1) C-54 and two (2) visitor aircraft plus seven to eight Birds that have to be parked at the base. At the present time there are two people assigned to park and service these aircraft. Additional personnel and a flight section should be established to take care of all the aircraft except the seven or eight Birds which will be the responsibility of the Test Unit and the Detachment "A" Commander.

7. Crash Fire. This is marginal now. They have one O-11A crash fire truck and fire personnel assigned. With the completed flying program additional personnel and equipment will be required.

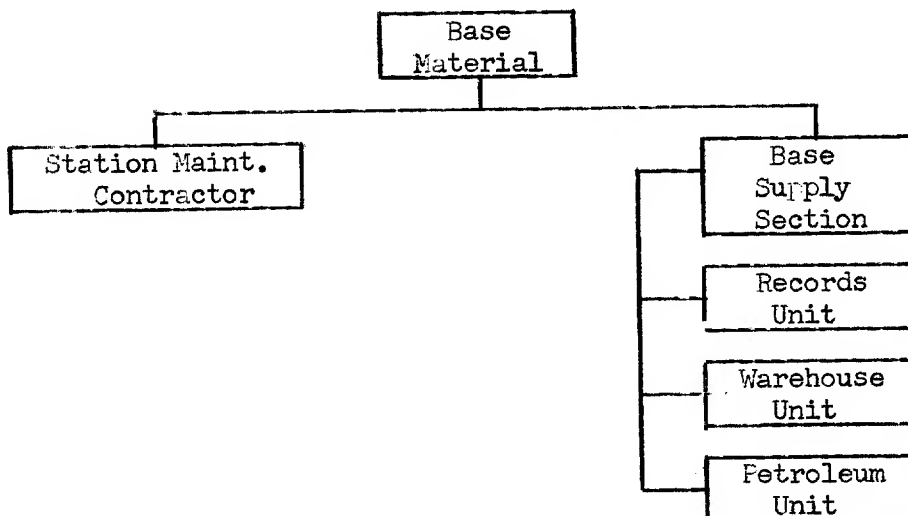
8. Storage. At the present time a building 100' by 40' is being erected to be used as storage. This building should be used to establish a supply section and store the aircraft and systems spaces to support Detachment "A". Additional storage will be required to store aircraft 263 equipment, ground handling equipment and etc., for Detachment "A".

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9. Manning of Detachment "A". Immediate action should be taken to man this detachment. Also the present T/O should be revised to man the functions overlooked in the present T/O. Such as Ground Power Equipment Section, and Maintenance Section.

II Recommendations as pertain to Problem Areas.

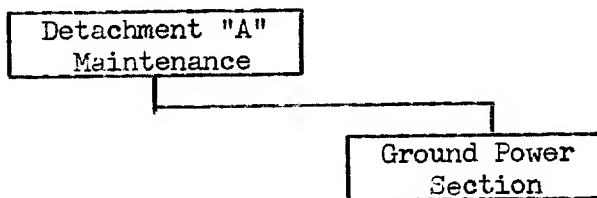
1. Reference paragraph 4, Part I, Supply. It is recommended that a supply section be established as outlined below. This section would be responsible for providing aircraft supplies, (Air-frame, engine, photo, radio and etc spares), ground handling equipment spares, equipment replacements, flying clothing replacements, oil, oxygen, and fuel to the detachment.



MANNING

| | |
|----------------|---------------------------------|
| Supply Section | 1 - Supervisor |
| Records Unit | 3 - Supply Records Specialist |
| Warehouse Unit | 3 - Warehousing Specialist |
| Petroleum Unit | 2 - Petroleum Supply Specialist |

2. Reference paragraph 5, Part I, Maintenance. It is recommended that a ground power section be established as part of Detachment "A". This section should be established as outlined below. The ground power section would be responsible for daily and periodic maintenance on the ground power equipment assigned to the unit.



MANNING

1 - Contractor Representative

4 - Ground Power Maint. Specialist

3. Reference paragraph 5, Part I, Maintenance. Reference ramp and parking space. It is recommended that a area be established for the parking, maintenance and run-up of Detachment "A" aircraft. This area should have tie-down rings.

4. Reference paragraph 6, Part I, Base Flight Section. It is recommended that a base flight section be established as a part of base operations. The function of this section would be to park aircraft other than Test Aircraft and Detachment "A" aircraft. See that the aircraft are serviced and that flight line maintenance is performed. Recommend approximately five (5) people be assigned to perform this function.

5. Reference paragraph 7, Part I, Crash Fire. With the increase in flying, one (1) additional fire truck should be assigned and additional personnel, approximately four (4) or five (5). This should provide adequate crash fire protection.

6. Reference paragraph 9, Part I, Manning of Detachment "A". It is recommended manning of the detachment be accomplished as soon as possible and a review of the Material portion be reviewed and changed to provide adequate manning.

7. Reference paragraph 4, Part I, Supply. It is suggested that a minimum of three (3) additional F-6 refueling units (5,000 gallons each) be secured to ensure sufficient LF-1A, JP-4 and 98 Oct. fuel on hand to support the flying program.